

BEATEN BY BAD FORTUNE.

A BROKEN GAFF CAUSES THE DEFENDER TO LOSE A RACE.

SHE OUTFOOTED HER COMPETITORS TILL THE HOMESTRETCH WAS REACHED, WHEN AN ACCIDENT CAUSED HER TO RETIRE—THE VIGILANT THEN WON THE GOLEET CUP—THE EMERALD BEATS ALL THE SCHOONERS.

[BY TELEGRAPH TO THE TRIBUNE.]

Newport, Aug. 2.—An accident to the Defender marred the races for the Goleet Cup today. She had led her rivals, the Vigilant, the Jubilee and the Volunteer, to the last leg of the course, and would undoubtedly have won by several minutes, when her gaff snapped in two. She tried to go on, but it was impossible for her to do so, and the Vigilant was therefore the winner.

Anders eyes scanned sea and sky this morning to ascertain the chances of good weather for the Goleet Cup races. The water was so placid in the harbor, so little breeze was stirring and the sunlight was so bright that it was generally thought the race, if there should be any, would be a drifting match. Until half-past 9 o'clock the squadron lay quietly at anchor, their bare poles giving little indication of the power and speed some of them were soon to show. The Defender, the Vigilant and General Palmer's boat, the Jubilee, were the first to show signs of life. These crack sloops were early to get up sail and put out of the harbor for a few wing-stretching flights outside before the starting signal should be given. At about 9:45 o'clock a general flutter was observable to the throng of spectators on the docks, and soon a hundred masts sprang aloft as if by magic. A chorus of exclamations ran through the crowd at the sudden transformation of the motionless vessels. A few minutes later the topsails came out. Then moorings were slipped and the squadron was soon in motion.

The corrected starting list, posted at the clubhouse, announced that the contestants for the Goleet Cup would be: Sloops—The Defender, the Vigilant, the Jubilee, the Volunteer and the Queen Mab. Schooners—The Amoria, the Marguerite, the Merlin, the Mayflower, the Emerald, the Lasca, the Constellation, the Loyal and the Neaera.

A GOOD WIND OUTSIDE.

It was evident soon after the light started for the Jubilee that the Rekatta Committee had the best information of the state of the weather, for in the harbor it looked as if there could be no race, while outside there was plenty of wind. The press boat, instead of going through the fleet of yachts, stood up by the Navy Yard, where the torpedo boat, Cushing lay moored to the dock, to pass to Brenton's Reef by the light at the northern end of Goat Island. Going by the breakwater the press boat took a line from the Lasca to tow her to the starting line. The Lasca is the ninety-footer which failed to get a match in England when she went there for a race two years ago. Today's race was looked upon as a great chance to test her qualities with her particular rival, the Emerald. Around the turn, at the end of Goat Island, was John Jacob Astor's boat, the Neurnah. Then there was the Wild Duck, belonging to J. M. Forbes, of Boston, having his two sons' boats, W. H. Forbes's Merlin and J. M. Forbes's Volunteer. The Herreshoff steam yacht, the Eugenia, was sighted a little further on, going down to what may be called the Narrows of Newport, past the Dimplings. A whole flotilla of steam and sailing vessels could be seen on both sides.

ALL EYES ON THE DEFENDER.

What drew all eyes was the first view for the day of the Defender as she raised about. She had her clubtopsail, jibtopsail, heavy jibtopsail and mainsail all drawing well. Not far from the Defender, a little to the southwest, was the Jubilee, her sails shaking as she was pulled up into the wind to come about. The Vigilant cruised about to leeward of the Defender, for some while her mainsail and jib hoisted. For some while the Vigilant's clubtopsail was not run up till the preparatory gun was fired. Getting nearer to the Vigilant, it could be seen that she was carrying the Herreshoff mainsail, with the cloth running from luff to leech.

There was no longer any question as to the course. As the wind was from the southwest, the first leg would be to Block Island. That was certain, even before it was signalled from the Sylvia, going out to the starting line, which was an imaginary line from the Sylvia to the Brenton's Reef Lightship. The Vigilant lay down to the pressure, and for a moment looked as if she would carry away her topmast as she rounded the lightship. The Defender was in the distance, but heeling over well and sailing like a shot as the Vigilant came round by the bow of the lightship. A moment later the Volunteer executed the Vigilant's manoeuvre, and it could be seen that she, too, was in fine form. When the preparatory gun was about to boom, the Defender came about by the lightship and made ready to get over the line before anybody else. The Vigilant, the Volunteer, the Jubilee and the Defender cruised about above the line before the second gun, which would start them on their race.

THE DEFENDER IN THE LEAD.

When the signal was given the Defender, on the starboard tack, was first over the line, coming up close under the lightship's stern. She went across the line in admirable style, her crew seeming to work as one man, every sail drawing perfectly and Captain Huff at the wheel, guiding her movements as coolly as if the stiff breeze had been only a zephyr.

The Volunteer was the second boat across, going over in fine style a little to leeward, and soon after the Defender. Both the Volunteer and the Defender seemed to be over the line within thirty seconds after the starting gun was fired. The Jubilee, on the starboard tack, luffed up sharply under the stern of the lightship. The Vigilant seemed to be taking her time about getting over, and came about first as if to make a good straight swing across. Before the Vigilant was over, and about one and a half minutes after crossing, the Defender came about and went on the port tack. Then the Jubilee put up her baby jibtopsail. The Volunteer and the Jubilee tacked at about the same moment. Just before the two minutes were up, the Vigilant dashed across the line, luffing around like the others on the starboard tack.

Twenty seconds later came the gun for the schooners. It seemed as if the Lasca, on the starboard tack and making rapidly for the line, would be the first one over it, although the Amoria was about on even terms with her and to windward. The Defender came about before the first of the schooners could get over. The Loyal, in order to go over the line, cut in ahead of the Amoria, which beat the Lasca getting over. After the Lasca came the Elsmarie, the Emerald, the Merlin, the Neaera and the Constellation in the order named. The Mayflower got over the line after gunfire and had to be handicapped. The Volunteer and the Vigilant came about and went on the port tack just as the Mayflower went over the line. Then the fleet of steam yachts and excursion steamers got in motion to follow the racers down to the state buoy, just off Block Island, the first leg of the thirty-eight-mile course.

The Defender made the most frequent tacks on

RECEIVERS ASKED FOR.

MAGOWAN'S TWO RUBBER COMPANIES WRECKED.

LIABILITIES AMOUNT TO NEARLY A MILLION DOLLARS—OVERDRAFTS OF THE EX-MAYOR OF TRENTON, IT IS SAID, WILL REACH \$200,000.

[BY TELEGRAPH TO THE TRIBUNE.]

Trenton, N. J., Aug. 2.—Vice-Chancellor Bird today granted two different rules, one directed to the Trenton Rubber Company and the other to the Eastern Rubber Company, commanding the corporations to show cause before him at the State House to-morrow why receivers should not be appointed to take charge of the affairs of each company. Frank A. Magowan, ex-Mayor of this city, who disappeared about a week ago, is president of both concerns, and the application for receivers today was precipitated by his continued absence, and the fact that neither his family nor any of the officers of either company have been able to ascertain where he is. Mrs. J. A. Barnes, the handsome wife of the ex-manager of the Eastern Rubber Company, whose name has been connected with that of the ex-Mayor, and whose husband, who was caused to be arrested and placed under heavy bonds last week on a charge of attempting to kill him, her husband admitted today, "his visiting friends in Chicago." State Senator William H. Skirm, who is interested with Mr. Magowan, when seen this evening said he had received a telegram from the ex-Mayor, dated Chicago, in which he promised to return to Trenton today and meet the creditors of his two big rubber mills, and his failure to keep the promise is what precipitated the application for receivers. The disappearance of this well-known politician has created a sensation throughout the entire State, and the exposure of his financial affairs in the bills filed in chancery today, it is feared, may seriously affect several other manufacturing concerns in which Mr. Magowan is largely interested. The first application made today was for a receiver for the Trenton Rubber Company, by James Buchanan, representing Jacob Burnside, of Detroit, and Orlando M. Harper, of New-York City, two of the creditors of the company, who held notes which were allowed to go to protest. The note held by Burnside was for \$1,298 and that by Harper for \$1,493.

The application also sets forth that three other notes for smaller amounts have gone to protest, and that still others, aggregating \$200,000, are outstanding, and that the company is unable to meet them as they come due. The application charges that the company has liabilities of over \$300,000 in all, outside of its capital stock of \$200,000, and that the company has no funds to meet the same, and is therefore insolvent. Attached to the application is an affidavit of William P. Hayes, treasurer of the company, who gives the liabilities of the company on July 1 as \$597,570.42, and the liabilities as follows: Accounts payable, \$23,948.21; bills payable, \$219,846.20; capital stock, \$200,000; total, \$293,794.51.

Among the assets is a large sum of money representing overdrafts and individual obligations of Magowan. Mr. Hayes in his affidavit states that Magowan was one of the largest stockholders of the Trenton Rubber Company, the actual manager, and in times past maintained its credit, but that recently numerous suits have been begun against him individually in the courts, and that for this reason the creditors of the Trenton Rubber Company have become distrustful and refused to renew outstanding notes; that there are over \$200,000 represented in the outstanding notes, the holders of which are unknown to the officers of the company, and that the wages of the employees become due to-morrow, with no money to pay them.

The application for a receiver for the Eastern Rubber Company was made by ex-Judge Lansing, representing Malibu R. Margorum, former Tax Receiver of Trenton, and Orlando M. Harper, of New-York. The application sets out that a note to Margorum for \$250 for money loaned was allowed to go to protest on July 27, and that the company is indebted to Harper in the sum of \$73.15. The application also says that three other notes aggregating over \$1000 have been protested within the last few days, and that there are notes outstanding amounting in all to \$118,180.56, with \$140,000 in accounts payable and capital stock of \$200,000, making the liabilities \$458,180.56. The application was supplemented by an affidavit of William H. Skirm, assistant secretary of the Eastern Rubber Company, who gives the liabilities of the company as \$458,180.56, including \$105,385.55 of accounts receivable which are not considered good. In the Eastern Rubber, as well as in the Trenton Rubber, Magowan has largely overdrawn his accounts, according to the bills filed today. The exact amount of the overdrafts is not definitely known, but it is thought may reach \$200,000.

It is a strange coincidence that the creditors of the two big concerns to continue them in operation under the direction of the receivers, who will be appointed without opposition from the shareholders of the Eastern Rubber Company, and these were the Empire Pottery to the Trenton pottery syndicate three years ago. It was estimated by close friends that he was worth half a million dollars. He was made general manager of the pottery in 1891, and received a salary of \$10,000 a year but about a year ago the management was taken out of his hands. For a long time past the air has been full of all kinds of rumors on the subject of his departure, and these were given credence when Magowan a few weeks ago deposed J. A. Barnes from the general management of the Eastern Rubber Company, and followed this up by afterward having Barnes arrested on a charge of attempting to kill him.

Senator Skirm says that he is fully protected, Mr. Magowan having deposited collateral to secure him for his indiscretions.

ERIE TRAIN RUNS OVER A DEAD MAN.

A BELIEF THAT THE BODY HAD BEEN PLACED ON THE TRACK TO KILL A MURDERER.

Port Jervis, N. Y., Aug. 2.—As Erie train No. 72, eastbound, was passing through Stewart at 7 a. m. today, Engineer Krohn saw a man lying on the track directly ahead. He rang the bell, but the man made no effort to move, and before the engine could be stopped the entire train had passed over him. The trainmen went back and found the man lying in the same position with the right arm missing and a hole in the left breast. As the body was stone cold, the man had evidently been dead some time. The belief is that the man was killed and placed on the track to divert suspicion. When the trackwalker passed the spot a short time before the train arrived, he noticed a small object which the man had not been killed by another train. The body has not been identified.

A CHARGE AGAINST MR. ECKELS DENIED.

Hartford, Conn., Aug. 2.—National Bank Examiner H. F. Dooley, of this city, in a letter to the press, defends Controller Eckels from the charge of being cognizant of the insolvent condition of the First National Bank of Willimantic for a year previous to its failure. Mr. Dooley says:

The First National Bank of Willimantic was not reported to Controller Eckels as an insolvent bank until after Cashier Riley's death. No bond was ever given, because no impairment was known to exist until the recent examination. All that was known of the directors or from the accidental discovery of forgery during an examination, the Department was cognizant of two or three years before Mr. Eckels became Controller.

WITHIN TEN FEET OF DEATH.

A TROLLEY CAR DASHES THROUGH GATES SHUTTING IT OFF FROM THE RIVER.

THE BRAKES REFUSE TO WORK AND THE MOTOR-MAN LOSES CONTROL—PASSENGERS SCREAM AND BECOME PANIC-STRICKEN.

The catch of the brake of trolley car No. 29, of the Arlington, N. J., division of the Consolidated Traction Company, failed to work on Thursday night, and a serious accident was narrowly averted. A schooner was coming down the river, and in response to the signal to open the draw of the bridge, the bridge men went to their respective ends to close the gates of the city bridge. Just as Thomas Mason, who was on the Newark end, had the gates closed and was fastening the latch, he saw the trolley car coming around the curve from Ogden-st at a lively rate of speed.

The motorman, when he saw the gates of the bridge closed, applied the brakes, but they failed to work, and the car dashed into the gates with terrific force. The gate held fast for a time, and just as the motorman managed to get the brakes working the gate gave way. The car ran on the tracks on the inside of the gate and was within ten feet of going into the river, when the car came to a standstill.

The passengers in the car consisted mostly of women, and they were panic-stricken. They closed the gates of the city bridge, and just as the car came to a standstill, one of the passengers, was prostrated yesterday from the shock.

BRIDGE TRAINS TO STOP.

THEY ARE NOT EXPECTED TO RUN ALL DAY TO-MORROW.

CHANGES AT THE NEW-YORK STATION MAKE THE ORDER NECESSARY—GREAT INCONVENIENCE TO THOUSANDS OF PEOPLE.

C. C. Martin, chief engineer and superintendent of the Brooklyn Bridge, issued the following notice yesterday:

By reason of changes made at the New-York station of the Bridge, trains will be discontinued at 11:15 p. m. on Saturday night, and will probably resume again their trips on Sunday morning. The proceeds will also be closed during the same time. Foot passengers and vehicles will cross the roadway.

The temporary stoppage is made necessary by the work on the New-York end. For several weeks carpenters have been building a heavy trestle on the New-York side for the trains to run out on. This will now be followed on Sunday morning early by the construction of temporary side platforms and passageways leading to the street and the City Hall Park. About one hundred men will be employed in the work. It is expected that there will be no change in the regular schedule of the cars, but that the cars will be delayed for two or three days, but the locomotives will take their places.

Mr. Martin has ordered that the road railway be turned into a promenade. The other will be for carriages and other vehicles. The Sunday traffic over the bridge is heavy on several Saturdays, the regular running from 10:30 to 1:30. The Union Ferry Company has ordered extra boats into use for Sunday and the railroads will look out for the increase of traffic at the ferryhouses. This is said to be the first time since the bridge was opened for regular traffic that the line has been closed. The bridge will be closed for two or three days, but the cars will be delayed for two or three days, but the locomotives will take their places.

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IS SHE MRS. CROWTHER'S CHILD?

A REMARKABLE CHARGE MADE AGAINST A MINISTER IN A WILL CASE.

New-Haven, Aug. 2.—A petition, brought in the Probate Court today by Charles H. Lounsbury, of Seymour, Conn., trustee of the estate of Harriet C. Crowther, for an order to compel the production of a child, who the petitioner claims to be the child of the deceased, was granted today. The child, a girl, is now in the custody of a woman, who is alleged to be the wife of a man, who is alleged to be the father of the child. The petitioner claims that the child is the child of the deceased, and that the woman, who is alleged to be the wife of the man, is the mother of the child. The petitioner claims that the child is the child of the deceased, and that the woman, who is alleged to be the wife of the man, is the mother of the child.

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HE FELL TO DEATH FROM THE CHIMNEY.

A WIRE ROPE ATTACHED TO THE BODY OF A PAINTER BREAKS AND HE IS DASHED TO THE GROUND.

William Spencer, a professional high-chimney painter, fell from the large iron chimney of Johnson & Johnson's plaster factory in New-Brunswick yesterday morning and died fifteen minutes later. The man had just completed the chimney at South Trott, Mich. The news of the accident was telegraphed to Mrs. Spencer. The man was about fifty years old and weighed 30 pounds.

When sixty feet from the ground the rope broke and Spencer fell, striking on the roof of the boiler room and then rolling off to the ground. His neck and right leg were broken and he was unconscious until he died. The body was removed to the Morgue.

Among his effects were found several letters from his wife, who lives at No. 49 West Congress-st, Detroit, Mich. The news of the accident was telegraphed to Mrs. Spencer. The man was about fifty years old and weighed 30 pounds.

SUICIDE OF A NEWSPAPER MAN.

Cincinnati, Aug. 2.—George Perkins, aged fifty, was found dead in bed at the Grand Hotel at a late hour last night. He had committed suicide by swallowing thirty grains of morphine. Mr. Perkins was one of the best known newspaper men in Ohio. For many years he was chief editorial writer of "The Cincinnati Enquirer." He left a letter addressed to the newspapers saying that he had been in bad health for a number of years and life had become a burden.

CORNELL UNIVERSITY BRINGS SUIT.

Topeka, Kan., Aug. 2.—A bill in equity has been filed in the United States Circuit Court in an action entitled Cornell University against the Kansas Loan and Trust Company, the Trust Company of America, George Noble and Mrs. George M. Noble, the complainant seeking to recover the title to and possession of Kansas properties valued at \$50,000, rents amounting to \$12,000 and \$20,000 in damages, and also asking for the appointment of a receiver for the property in controversy.

THE COLUMBIA IS A WONDER.

A NAVAL RECORD MADE.

HOME FROM SOUTHAMPTON IN 8 DAYS 23 HOURS AND 49 MINUTES.

CHASED BY THE AUGUSTA VICTORIA, BUT NOT CAUGHT—AN AVERAGE SPEED OF 18.33 KNOTS ACROSS THE ATLANTIC—NO WAR VESSEL EVER MADE SO LONG A TRIP IN SO SHORT A TIME, AND ALL HANDS ARE GRATIFIED—THE STORY OF THE TRIP.

With a record which is a surprise and a delight to the Navy Department and to every one with a spark of pride in the achievements of American vessels, the triple screw commerce destroyer Columbia poked her shapely white prow over the harbor bar at 8:59 o'clock yesterday morning, and at 10:35 o'clock was off Quarantine. Captain Sumner and Chief Engineer Harris had brought the cruiser from the Needles, off Southampton, to Sandy Hook Lightship in 6 days 23 hours and 49 minutes, covering 3,112 knots at an average speed of 18.33 knots an hour, and placing to her credit the best long-distance run ever made by a warship.

No other war vessel afloat has ever been subjected to such a severe test of strength, speed and endurance, so that it is impossible to make comparisons between the Columbia and vessels of her class, but that the fastest of the flyers of the merchant marine would have difficulty in getting out of her way is shown by the daily record of runs and her four-hour test, which was: From 2 p. m. July 26 at the Needles, to noon of the following day, 485 knots, and to noon of each succeeding day, 487, 470, 457, 453, 443 and 405, to Sandy Hook Lightship, at 8:59 a. m. yesterday. Her best four-hour run was 50.50 knots.

The Hamburg-American Line steamer Augusta Victoria, from Hamburg, Southampton and Cherbourg, reached the Columbia in, arriving off the Hook at 10:30 a. m. The distance covered by the Augusta Victoria from Cherbourg was 3,004 knots, and her time of passage 6 days 20 hours 26 minutes. The average speed of the Hamburg steamer on this trip was 18.44 knots per hour.

The St. Louis, of the American Line, left Southampton the day after the Columbia, passing the Needles at 1:40 p. m., or twenty-three hours and forty minutes later. She is expected to arrive here this morning.

SALUTED WITH WHISTLES AND CHEERS.

That the wonderful performance of the cruiser was appreciated by those whose business takes them out on the waters of the Bay was shown by the royal salute which greeted the beautiful craft as she came up the harbor. The shipping world had been watching with all its eyes for the first sign of the cruiser and her mercantile rivals, the St. Louis, of the American Line, and the Augusta Victoria, of the Hamburg-American Line, which were understood to be endeavoring to give the warship a brush, and when the great white hull and the four big buff funnels boomed up against the wooded hills of Staten Island everything afloat that had steam up and a whistle on board "cut loose."

Such a chorus of screeches, grunts, toots and shrieks is seldom heard in New-York waters, and above all the din and uproar the deep, mellow note of "the Pirate's" whistles rose clear and strong, like a clarion note of triumph, which was distinctly in order, for her rivals had been left behind. The Augusta Victoria, which made a desperate effort, had failed to catch the flying warship, and the St. Louis, well, the St. Louis is being looked for, she may come in this morning. Wherever there was standing room on the Battery and the North River front people stood as the Columbia came up the Bay, and to the rumpus kicked up by the steam whistles the crowds added their cheers for the victor in the most remarkable ocean race on record.

What lends additional interest to the triumph of the cruiser is the fact that her marvellous run was made under natural draught. She cannot carry the coal necessary for the extended run under forced draught of the transatlantic liners are capable, and it is not likely that she will ever be called upon to make such a run. This feat, however, shows that she can steam the full speed of natural draught across the Atlantic, and show her heels to any warship afloat, except her speedy sister, the Minneapolis, and under a forced draught on a four-hour's run catch any merchant steamer now in business.

SHOWING MARKS OF THE TRIP.

On her way to her anchorage off Forty-sixth-st, North River, near the Jersey shore, the cruiser showed that she had not hesitated at hitting head seas or attempted to dodge the results of coming across the Western Ocean in a hurry. The "rolling fort" had maintained their reputation, and she bore the marks of their energy in making things interesting for the wayfarer, be it warship or "vill sail."

The four great funnels were coated with salt crystals, where they were not begrimed with smoke, and her pretty white sides were smeared and streaked with rust. Her upper structure and top hamper were covered with soot, and her guns were coated with coal dust and cinders. Nothing on deck had perted or carried away, however, and after twenty-four hours within the sheltering walls of the Navy Yard the Columbia will come out with her face washed, and as bright and shining as a schoolgirl with a new gown, the envy of all her associates.

HER POWERFUL ENGINES AND PROPELLERS.

The trip of the Columbia is a personal triumph for George W. Melville, chief of the Bureau of Steam Engineering, who designed her engines. These powerful pieces of machinery are of the vertical inverted direct acting, triple expansion type, and on the trip across used up about 1,521 tons of coal. The high-pressure cylinder of each engine is 82 inches in diameter, the intermediate 59 inches and the low pressure 42 inches, with a piston stroke of 42 inches, and develop a maximum indicated horse-power of 21,000. Her propellers are of the modified Criff type, three bladed, made of manganese bronze, the centre one of the three being 14 feet in diameter, and the starboard and port 15 feet each, the pitch being for the centre propeller 21 feet 6 inches and for the starboard and port 22 feet. The centre propeller presents a disc area of 153.94 feet, and the two others 157.71 feet each. On her official trial, in November, 1893, the Columbia averaged 22.31 knots an hour, and made a

Continued on Second Page.

J. P. MORGAN INTERESTED.

REPORT THAT HE IS TO TAKE UP THE NORTHERN PACIFIC REORGANIZATION.

A WALL STREET FIRM LEARNS THAT T. F. RYAN HAS LEFT THE CITY, PRESUMABLY TO EXAMINE THE SYSTEM AND WORK OUT A PLAN FOR MR. MORGAN.

It was quietly rumored in Wall Street yesterday that the next great work to be assumed by J. P. Morgan was nothing less than the reorganization of the Northern Pacific Railroad. Those of Mr. Morgan's friends who are interested in the property have been urging him for some time to take an active hand in its affairs. Up to last week, however, he had shown no disposition to accede to their requests; but it leaked out yesterday that Thomas F. Ryan, who was Mr. Morgan's chief lieutenant in the Richmond Terminal reorganization, and who has just completed the reorganization of the Georgia Central Railroad, in accordance with the Morgan interests in the Southern Railway, left the city in his private car ostensibly for a pleasure trip a few days ago.

A telegram from Milwaukee to a Wall Street firm yesterday afternoon brought the informa-

tion that Mr. Ryan had stopped in that city for twenty-four hours and was in consultation with H. C. Payne, one of the reorganizers of the Northern Pacific Railroad, and after the interview had proceeded to St. Paul. It is supposed that he is going to examine the system and work out a plan for its reorganization for Mr. Morgan's consideration.

THROWN VIOLENTLY FROM A DOGCART.

A PONY, DRIVEN BY AN ELIZABETH WOMAN, TAKES FRIGHT AND RUNS AWAY.

Mrs. Guskie Emmet, daughter of Henry Keenan, a well-known stablekeeper, of Elizabeth, was dangerously hurt yesterday afternoon by being thrown out of a dogcart in which she was riding with her little daughter. A pony was attached to the cart, and as the rig was passing St. James's Church, a big mastiff belonging to Colonel Strydom, ran out and sprang at the pony's throat. The frightened animal reared on its hind legs, and then dashed off, upsetting the cart and throwing Mrs. Emmet and her daughter to the pavement. The woman struck on her head, and when picked up was unconscious. There is an ugly wound on her head, and fears are entertained by the physicians attending her that her skull is fractured. The dog was caught by a few boys and scratched on its arms. The shafts of the dogcart were smashed. Mrs. Emmet and her daughter were taken to their home in an ambulance.

ARREST IN AN ABDUCTION CASE.

ALLEN, THE ACCOMPLICE OF EMERY, CAUGHT BY THE BUFFALO POLICE.

Buffalo, Aug. 2.—George Allen, the accomplice and tool of Claude Strong, alias John C. Emery, the abductor of the lawyer, O. O. Cottle, took a long ride last night and left. He is locked up at Police Headquarters, because he was found as to think Cottle was not held enough to give him up. Allen arrived in Buffalo Wednesday morning and registered at the Mansion House under the name of J. W. Mason. Yesterday afternoon he called on Mr. Cottle and presented a letter from Emery stating that Allen was authorized to make a settlement. Cottle refused to negotiate with Allen, but quietly sent word to the police, and Allen's arrest was the result.

Allen's first act in the abduction case was to go to Cottle's office with the note through which the lawyer was lured to the Raynham-st. house. Afterward Allen served as Emery's representative and visited Edmund P. Cottle, the lawyer's son, for the purpose of getting ransom. He met E. P. Cottle at Port Erie and conducted in behalf of Emery the negotiations for a settlement on the sum to be paid for Mr. Cottle's release.

Emery alleged that he had paid Cottle a large sum of money to obtain for him from the Governor of Ohio a pardon for a crime committed in Cincinnati about a year ago, and which he was confined to the penitentiary, but escaped and fled to Canada. This pardon was not secured, and Emery charged Cottle with appropriating the money to his own use, and demanded restitution, which demand he sought to enforce by kidnapping Cottle and holding him for ransom. The letter from Emery which Allen presented to Mr. Cottle yesterday stated that Cottle would be released if he would pay the ransom. Cottle refused to pay the ransom, and Allen was authorized to receive that sum.

Allen was examined by Police Superintendent Bull this morning, but refused to give any information as to Emery's movements. Allen said his right name was John W. McDonald and that he came here brought to Buffalo by Emery. From letters found in Allen's possession the police say they have a clew that will enable them to have Emery in custody.

Such O. Pentecost, the New-York attorney and ex-prosecutor, arrived here today, having been summoned by the police to give evidence in the case. He had a long consultation with his client, To a reporter Mr. Pentecost said: "The arrest of Allen will make public the whole of the Cottle kidnapping story, which the latter refused to disclose at the time of his abduction, and the fact that he has been taken into custody will be a great help to the police. It was no surprise to Allen when the officers arrested him last night. I am not to beget the work of getting him out of jail, where he had a long consultation with his client. To a reporter Mr. Pentecost said: "The arrest of Allen will make public the whole of the Cottle kidnapping story, which the latter refused to disclose at the time of his abduction, and the fact that he has been taken into custody will be a great help to the police. It was no surprise to Allen when the officers arrested him last night. I am not to beget the work of getting him out of jail, where he had a long consultation with his client. To a reporter Mr. Pentecost said: "The arrest of Allen will make public the whole of the Cottle kidnapping story, which the latter refused to disclose at the time of his abduction, and the fact that he has been taken into custody will be a great help to the police. It was no surprise to Allen when the officers arrested him last night. I am not to beget the work of getting him out of jail, where he had a long consultation with his client. To a reporter Mr. Pentecost said: "The arrest of Allen will make public the whole of the Cottle kidnapping story, which the latter refused to disclose at the time of his abduction, and the fact that he has been taken into custody will be a great help to the police. It was no surprise to Allen when the officers arrested him last night. I am not to beget the work of getting him out of jail, where he had a long consultation with his client. To a reporter Mr. Pentecost said: "The arrest of Allen will make public the whole of the Cottle kidnapping story, which the latter refused to disclose at the time of his abduction, and the fact that he has been taken into custody will be a great help to the police. It was no surprise to Allen when the officers arrested him last night. I am not to beget the work of getting him out of jail, where he had a long consultation with his client. To a reporter Mr. Pentecost said: "The arrest of Allen will make public the whole of the Cottle kidnapping story, which the latter refused to disclose at the time of his abduction, and the fact that he has been taken into custody will be a great help to the police. It was no surprise to Allen when the officers arrested him last night. I am not to beget the work of getting him out of jail, where he had a long consultation with his client. To a reporter Mr. Pentecost said: "The arrest of Allen will make public the whole of the Cottle kidnapping story, which the latter refused to disclose at the time of his abduction, and the fact that he has been taken into custody will be a great help to the police. It was no surprise to Allen when the officers arrested him last night. I am not to beget the work of getting him out of jail, where he had a long consultation with his client. To a reporter Mr. Pentecost said: "The arrest of Allen will make public the whole of the Cottle kidnapping story, which the latter refused to disclose at the time of his abduction, and the fact that he has been taken into custody will be a great help to the police. It was no surprise to Allen when the officers arrested him last night. I am not to beget the work of getting him out of jail, where he had a long consultation with his client. To a reporter Mr. Pentecost said: "The arrest of Allen will make public the whole of the Cottle kidnapping story, which the latter refused to disclose at the time of his abduction, and the fact that he has been taken into custody will be a great help to the police. It was no surprise to Allen when the officers arrested him last night. I am not to beget the work of getting him out of jail, where he had a long consultation with his client. To a reporter Mr. Pentecost said: "The arrest of Allen will make public the whole of the Cottle kidnapping story, which the latter refused to disclose at the time of his abduction, and the fact that he has been taken into custody will be a great help to the police. It was no surprise to Allen when the officers arrested him last night. I am not to beget the work of getting him out of jail, where he had a long consultation with his client. To a reporter Mr. Pentecost said: "The arrest of Allen will make public the whole of the Cottle kidnapping story, which the latter refused to disclose at the time of his abduction, and the fact that he has been taken into custody will be a great help to the police. It was no surprise to Allen when the officers arrested him last